asphalt pavements in the city this year, and work is already under way in several places. The most troublesome job on hand is the repaying of First-This ought to have been completed last year, and would have been but for the delays and obstructions caused by the railroad companies having tracks there. In some places it was found that the tracks had not been laid on the established grade, and the railroad people have been exasperatingly reluctant to comply with the law in laying new pavement between their tracks. So obstructive are they that there is some doubt whether the pavement on First-ave, can be completed this year. Work on it is now in progress in four different places, and the city authorities are doing their best to get it finished. The pavement is to stretch from Twentieth-st. to One-hundred-and-ninth-st. The work now going on is between Thirty-fourth and Forty-second sts., between Forty-eighth and Fiftythird sts., between Seventy-second and Seventyfourth sta and between Eighty-fifth and Eighty-

The wheelmen of the city will be glad to learn that among the new pavements contemplated are several that will be of great advantage to them, particularly in giving them better approaches to some of the ferries. The ferry most used by bicycle riders is doubtless that between East Twenty-third-st. and Broadway, in Brooklyn. It was a great advantage when First-ave, was repayed, making Twenty-third-st. accessible from Twenty-sixthst. on the north and Twenty-second on the south, both these streets having smooth pavements. It is now proposed to put an asphalt pavement in Avenue A from Twenty-second to Twenty-fourthst., and with a smooth pavement in these two streets between First-ave, and Avenue A the ferry will be much more conveniently reached. Only a single block of rough Belgian pavement will re-main to be traversed, and along that strips of asphalt at least might be laid; the cost would be

THE FORT LEE FERRY ROUTE.

After the Twenty-third-st. ferry, the ferry to Fort Lee is extremely popular with wheelmen, One-hundred-and-twenty-sixth-st, is now asphalted between Second-ave, and St. Nicholas-ave. The smooth pavement will be carried west this year from St. Nicholas-ave, along Lawrence-st, and One-hundred-and-twenty-ninth-st, to Manhattan-st, only a short distance from the ferry. The ferries at West Twenty-third-st. will be

made more accessible by the completion of the as-phalt payement in Twenty-second-st. (between Sixth and Lexington aves.), so as to make it continuous from First-ave. to Thirteenth-ave.

Roosevelt-st. is to have a new pavement from Water-st. to Park Row, enabling another ferry to be readily reached, while at the Park Row end Baxter-st. and Mulberry-st., both asphalted, are close at hand. Dey-st. will also be repayed between Broadway and Greenwich-st., making a connection with the auphalt on the latter, and enabling the cyclist to come reasonably near the Liberty-st. and Cortlardt-st. ferries. One-hundredand-fourth-st. is to have an asphalt pavement from Fifth-ave. to First-ave., affording access to the ferries at Ninety-second and Ninety-ninth sts.

Another improvement which cyclists will appreclate will be provided to enable them to avoid the diagonal crossing of the cable-car tracks in Columbus-ave, at the Boulevard. The plan is to lay asphalt for a little distance in Sixty-third and Sixty-sixth sts., and also in Columbus-ave. between the streets named. When this is done the tracks can be crossed at a right angle, and a serious ele-

Every one familiar with the lower East Side is aware of the large amount of asphalt put down there in the last few years. The great majority of the streets have been provided with pavements of this material, and where asphalt has not been placed there are good reasons for the emission. Grand and Canal sts. are among the exceptions, for they are thoroughfares and there are car tracks in them. Delancey-st. was left out, because it forms the approach to the New East River Bridge, and will probably be widened, and a part of Sianton-si, was omitted because it contains a double car track. The physical benefits to this reon from the improvement in the street surfaces gion from the improvement in the six above question, and in point of cleanliness alone the gain has been great.

Another step in the same direction will be taken by putting an asphalt pavement in Third-st., and carrying it further to the east than any other of the smooth pavements on the East Side extend. It

pler which is being built by the Dock Department at the foot of that street.

On the other side of the Bowery Bleecker-st, is to be asphalted from the Bowery to Crosby-st, making a connection west from Second-st, by crossing the Bowery diagonally, and Mott-st, will have its asphalt pavement continued from Hester to Bleecker-st. In old Greenwich village several streets will get new asphalt pavements.

MANY STREETS ON THE LIST.

Further north, Fifteenth-st, will be asphalted from Sixth-ave, to Tenth-ave, and from Fifth-ave, to Broadway; Eleventh-st, from University Place Tenth-ave.; Forty-third-st. from Sixth-ave. to Breadway, making continuous asphalt from Madison-ave, to Eighth-ave.; Eighty-third-st, from the Park to Riverside Drive, and by doing one block Park to Riverside Drive, and by doing one block hetween Sixth and Seventh aves, the asphalt in One-hundred-and-twentieth-st, will be made continuous from Pleasant-ave, to Eighth-ave. The smooth pavement in Thirtieth-st, will be lengthened so as to run from First-ave, to Eleventh-ave, three blocks will be done in Thirty-sixth-st, Thirty-ninth-st, and Forty-first-st, will be asphalted from Eighth-ave, to Eleventh-ave, and a similar pavement is proposed in Fifty-first and Fifty-second sts, between the same avenues; by the addition of one block, asphalt will be provided in Forty-fourth-st, from Madison-ave, to Eleventh-ave, Sixty-third-st, is to be improved from Fifth-ave, to Avenue A, mainly for the benefit of the Flower Hospital; and-another improvement to the advantage of wheelmen-Cne-hundredth-st, is to have asphalt between the Park and the Boulevard.

Besides the shorter pieces of work mentioned, it of wheelmen—one-hundredth-st. Is to have asphalt between the Fark and the Boulevard.

Besides the shorter pleees of work mentioned, it is expected that the repaying of Fifth-ave, will be done this year; the contract was made last year, but it has been impossible to carry it out yet. The Park-ave, improvement, recently described in The Tribune, will also be effected between Fiftieth and Ninety-sixth sts. The asphalting of the Kingsbridge Road is in contemplation, but this depends on the laying of tracks by a railroad company which has not yet secured the right to run its road there.

Asphalt paying work is done under the direction of the Water Purveyor, an office until recently filled by Edward P. North. About a fortnight ago he was appointed consulting engineer in the Department of Public Works, and was succeeded by Charles W. Barney, previously a general inspector in the Department. Mr. Barney is a man of energy, and intends to carry out all the plans already made for street improvements as rapidly as possible.

MANY ASPHALT PAVEMENTS.

EXTENSIVE PLANS FOR WORK TO BE DONE THIS YEAR.

BLOW PROGRESS IN FIRST-AVE—BETTER CONNECTIONS WITH THE FERRIES—NUMEROUS OTHER IMPROVEMENTS.

Extensive plans have been made for the laying of asphalt pavements in the city this year, and work teams of joy.

Work for me, and a little less extravagance. I'll fix it all right.

And he did fix it. For several years he worked harder than ever. His shabby clothes showed more patches, but his face showed more smiles.

The young man went through the State University and the old negro footed the bill. The graduate then studied law and Dabney provided the money to pay his expenses.

It was a proud day for this faithful friend when he saw his young master admitted to the har. Dabney stood in the courtroom just outside of the inclusive reserved for the lawyers, and when the youtful applicant was formally declared an attorney and counsellor at law, the big-hearted friend who had sacrificed so much for him wept silent tears of joy.

who had sacrificed so much for him wept sheat tears of joy.

Austin Dahney was known all ever the State, and as a rule he was treated with respect and kindness by all classes.

Once a year he rode on horseback to Savannah to draw his pension. Upon one of these trips he chanced to overtake a Colonel Pope who was on a similar mission. The two journeyed along together, talking about old times, and each found the other's companionably very pleasant.

At last they eame in sight of the city of Savannah, and Colonel Pope thought it well to speak a word of caution.

"Dabney," he said, "you know how much I think of you, and how much I like to ride with you through the country. Things are different, however, in the city, and if we should ride side by side through the streets, people would talk about it."

The negro bowed and assured him that he would not forget his place. When they reached the out-skirts of the town the black man fell behind and rode some distance in the rear of the white gentie-

i guest. That's the way it turned out," said the colonel conclusion. "After I had been so particular out appearances and had entered the city in style, remained unnoticed at a hotel, while the nigger, ose company I had rejected, was entertained by Governor!"

and when he died he self it an, which have to the Harris family.

A few facts bout this remarkable negro may be found in "White's Historical Collections of Georgia," but the story of his life should be more

CYCLING WITH HOUNDS.

PLEASURE AND EXCITEMENT IN A FOX-HUNT AWHEEL

From The Badminton Magazine.

From The Badminton Magazine.

"If you cannot get crumb, you had better eat crust"—so runs a wholesome old proverb; and, adopting it for service in these cycling days, there is a middle course open to those who cannot afford to ride and do not care to follow on foot. Running with hounds is all very well for those indemitable persons who can face the sensation of finding themselves some seven or eight miles from home in open country, the hounds and field gone clean away, a stone or so of heavy clay on each boot, and the prospect of a steady plod homeward with the excitement of the chase gone and the wearlness very much indeed remaining.

Now, how much or how little one sees on cycleback with hounds largely depends on various circumstances. There are road riders on horseback who hunt and talk, but do not go straight, or, indeed, ever jump anything bigger than a drain. There are cyclo-hunters who speed on gayly so long as the course is a turnpike road, but for cross-country cuts and fords, or even level turf, they have no inclination; they are of the kind who put the bicycle in a corner of a warm room and cover it with an embroidered dust sheet to keep it from dust or cold, to whom every splash of dirt is a defilement to be mourned over, and a muddy road is the acme of all horrors. Cyclo-hunting is not for them. To see anything of the fun means, in the first place, absolute control over the wheel, ability to keep the machine upright in anything, be it clay, mud or frost-bound ruts, to crash over stones, rising in the saddle to break the jar to the machine, to enjoy the rush of the wheels over the high-backed, drained fields of the Midland counties, not to shirk a water splash, but to take all things possible, rough or smooth, turnpike or lane. Under these conditions a great deal can be done.

At almost every meet may now be seen a detachment of cyclists—that is. If the roads be moderately good and firm. It is of no use for the hardest road-rider to turn out when the surface is slippery, as it has been for the great

THE START OF AN IDEAL RUN.

THE START OF AN IDEAL RUN.

The description of one run may serve for all. Runs vary in detail, of course, but the broad outlines are the same. A fine crisp morning; a blue haze hanging over the far distance, but in the nearer foreground everything bright and gay under a watery pale sun. The nounds are up, and are grouped round the wayside signpost, sitting and standing about, a parti-colored, ever-moving crowd. Members of the hunt in pink and black; grooms with their whips slung en bandolier over one shoulder to leave their hands free; ladles in tall hatsmost workmanlikes looking of headgoar—or in the crowned bowler; a brise sprinkling of men in cords and butcher boots, tweeds and galters; a horse-breaker or two schooling a young one (of whom the cyclists had best beware, young ones having a trick of being handy with their beels), and a group of cyclists well in the rear. The more provident of these last are fully equipped with the same lunch case as their horsey brethren. Some who mean spending a day in the open have lamps and a local map to boot. So, a sparkling fringe to the crowd, they stand at ease till the signal is given to start. On streams the train, reinforced by late comers who canter up behind, to the demoralization of nervous cyclists for of all horrid things hoofs in the rear are most unsteadying. At a gate a division takes place. The mounted section go to the read. The latter think they can "go one better" and make for the highlands. A halt at the top to listen to the varied cries and whip cracks coming from the thicket below, as well as to get breath. While glaucing down, a long, lew, red-brown fox, with drooping white-tagged brush, sneaks from the undergrowth, crossing the hill below; a boy sees him, and in a second a strident series of "Gone awayst": wakes the echoes. A few seconds more and a pied hound springs head first into the lane, followed by others, all in full cry. After them come figures in pink and black, then a surge of the field sweeps up the hill, and away they all go through an o

ROUGH GOING FOR THE CYCLISTS.

arready made for street improvements as rapidly as possible.

A BLACK HERO.

THE STORY OF AUSTIN DAENEY, WHO RESTORED THE FORTUNES OF HIS FORMER MASTER.

From The Chicago Times-Herald.

Massachusetts found a black hero in Crispus Attacks, and perpetuators appropriate fashion take care of the name and fame of Austin Dalney, who was a faithful slave, a brave soldier and a gentleman, in servitude and after the soldier and a gentleman, in servitude and a fact the soldier and a gentleman, in servitude and a continue in the service during the struggle.

There were many Tories in Georgia, He was remarkably intelligent and fearless, and sympathicate so strongly at 10 join a company of volunteers and continue in the service during the struggle.

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There were many Tories in Georgia, He was realized to a strongly at 10 join a company of volunteers and continue in the service during the struggle.

There were many Tories in Georgia throughout the Revolution, and their methods of warfare cancel to work many the struggle.

There were many Tories in Georgia throughout the Heroids of warfare cancel the work many through the feet of the work many through the profession of the struggle.

There were many Tories in Georgia throughout the level of the work many through the profession of the struggle.

There were many Tories in Georgia throughout the level of the work many through the profession of the struggle.

The was severely wounded during the little part of the war, and his life was saved by the careful muring of the Harris family.

The total control of the struggle of the work of

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'96 MODELS ASSEMBLED IN '97 REDUCED TO

TANDEMS \$75 & \$100 New-Perfect Condition. Fully Guaranteed.

'97 MODELS \$100--\$125.

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THE L. A. W. MEET IN AUGUST

PROGRAMME DEVISED BY THE PHILA-DELPHIANS FOR VISITING WHEELMEN.

Philadelphia, April 24 (Special).-Local League lights with a penchant for mathematics have figured it out that before the first week of next August, when the eighteenth National meet will be held in this city, the membership of the L. A. W. will have passed the 100,000 mark. With this as a basis the mathematicians are counting on an attendance of at least 20,000, made up equally of local wheelmen and visitors. The claim of the A. C. C. that the coming meet will be by far the largest and most important in the history of the League is, therefore, in view of the recent wonderful increase in membership, not unwar-

In former years the city which has been fortu-nate enough to secure the National meet has usually been compelled to form an association to manage the affair. Philadelphia, however, with its Associated Cycling Clubs, through which organization the invitation was extended, already possesses an active and vigorous body, thoroughly organized and in a position to at once take hold of the scheme and push it through, and it is this association and its various commitsand and one preliminary details of the meet. This will be the Quaker City's first experience

in entertaining the League, and the A. C. C. is determined that next August's visitors will be so well taken care of that they will be anxious to repeat their experience. This city is admirably adapted in more ways than one to act as host to the largest and most successful bleycle organization in the world. To quote from the invitation sent to members of the L. A. W. National Assembly, who almost unanimously saw the justice of her claim. Philadelphia is so located "that more than two-thirds of the entire membership of the organization can reach us in less than a single day, our ratiroad facilities are superb and our hotels have never failed to provide ample accommodations for any gathering, no matter how large. Four hundred miles of asphalt-paved street in the city limits. Fairmount Park, with its 3,000 acres of beautiful scenery, its peerless reads and the far-famed Wissahickon, made prominent in song and story; historic Lancaster Pike, famous in years gone by and still equally well known as one of the finest roads ever constructed, together with hundreds of miles additional of the best highways imaginable, radiating in every direction to points of historical and present-day-interest and abounding in beautiful scenery, give the cycler an opportunity for enjoyment unexcelled." -

Previous experience has demonstrated that a full week is entirely too much to devote to the meet, and the Executive Committee have wisely decided to confine their efforts to but four days, August 4, 5, 6 and 7. The first two days will probably be given over to the Committee on Tours and Runs, who will arrange a series of trips embracing all the principal nearby resorts.; Shorter runs for the women are also included in this programme.

On Wednesday night, the 4th, an excursion on the Delaware will probably be arranged, stopping at one of the well-known downriver resorts or remaining on the boat, as the circumstances may dictate. A monster smoker and athletic entertainment, to be held probably in the immense building now in course of erection to accommodate the National Saengerfest in June, will be the bill for Thursday night.

On Friday night, after the first day's races, which will be held on the Willow Grove track, an entertainment, to be known as "Wheelmen's Night" will be in order at the grove, and a potpourri of attractions, including, among others, music by the Damrosch Symphony Orchestra, fireworks, balloon ascensions, trick riding, etc., not to mention the inevitable refreshments, will no doubt contribute to while away the time pleasantly for the visitors. Nothing definite has been arranged for Saturday night's entertainment, but on Sunday it is probable that a monster excursion to Atlantic City will wind up the festivities.

present arranged. The details will come to the surface as soon as the committees and sub-committees get to work in earnest. These committees are now being formed, and in a fortnight's time their full personnel will be announced.

One pleasing effect of the approaching meet is

This is a rough draft of the programme as at

the disposition shown by many of the City Fathers to leave nothing undone that may in any way contribute to the enjoyment of the thousands of visiting cyclists. One improvement that is likely to be made before next August is the laying of asphalt paths on either side of Broad-st., between Vine and Spring Garden sts. Broad-st., between Vine and Spring Garden sts. This stretch is at present paved with Belgian block, and is responsible for more damage—not only to the bicycles, but to the future spiritual prospects of their owners—than any other similar-sized piece of roadway within the city limits. It is proposed that these asphalt strips be laid over the Belgian blocks, such a scheme having been successfully adopted in New-York. The A. C. C. endcavored to secure permission to lay such paths about a year ago, but owing to the fact that the city proposes to put down sheet asphalt over the whole surface as soon as the Built Just the Way You Want It.

If you would have the realization of your

McKEE & HARRINGTON. Factory and Salesroom, 173 GRAND ST., N. Y. (Near Broadway.) Catalogue Free.

Reading subway improvements are completed, the Highway Committee thought it inadvisable to grant the desired permit.

the Highway Committee thought it inadvisable to grant the desired permit.

Some modification of the present street sprinkling arrangements will also probably bearranged for. The present custom is for the presiding genil of the watering carrist of deluge the asphalt, which results in giving it a slippery coating of thin mud, rendering bicycle riding anything but an unalloyed joy. This liberal interpretation of the word "sprinkle" has been the cause of many an accident, and should the desire of our local legislators to cater to the comfort of next August's visitors result in reform in this direction, every wheelman in this city will rise up and call the A. C. C. blessed.

The Associated Cycling Clubs' delegates are just now a busy set of men, having on hand in addition to the National meet the immense bicycle parade to be held in connection with the unveiling of the Washington monument on May 15 and the Interclub-Newark-Philadelphia century run on June 12.

DEFEAT OF THE HIGBIE BILL DR. HENRY O. PIFFARD'S LETTER TO ASSEMBLY. MAN KELSEY ON THE ADVANTAGES OF GOOD ROADS.

The defeat of the Higbie bill was a gore disappointment to the cyclists of the State. President Potter says that the matter will be brought up again, and he hopes by that time the farmers will add their support to the measure. The appended letter is from Dr. Henry G. Piffard, of No. 256 West Fifty-ninth-st, and it will be read with terest by the workers for good roads and possibly

year are a disgrace to an iniciligent community. For every deliar spent in improving the roads there would be at least \$10 increase in the value of farm lands.

I was in Livingston County a few weeks ago, and, driving through a portion of the town of York, was obliged to walk the horse a large part of the way. It would seem that, year by year, the farmers of this State were becoming poorer, and this mainly. I think, is due to their representatives in the Legislature, who stand in the way of improvements which would enable them to keep up with more enlightened and progressive farming districts in other parts of the country. Four or five years ago the town of Hempstead, in Queens County, voted to spend \$100,000 in road improvements; farms at the time were worth from \$50 to \$50 an acre; they are now worth several hundred deliars an acre, and return good interest for those who purchased them at that price. This has been such an object-lesson to their neighbors that I understand something like \$1,000,000 will be spent this year in other parts of Queens County and neighborhood in building good roads. This may seem a large amount of money to be spent for the purpose, but, owing to the character of the soil and the fact that good road material must be brought, the cost of construction is higher than it would be in most parts of his State.

In our neighboring State of New-Jersey, enlightened legislation a few years ago provided for good roads, and now farmers in that State are more than satisfied at having sent intelligent and progressive men to represent them in their Legislature. Last year, when a bill was before the Assembly compelling the road tax to be paid in cash instead of being worked out, I understand that you wished Livingston County excepted. As I pay road tax there personally, and also as representative of a corporation, I know what it amounts to, and it comes to between \$1 and \$4 a year on a farm worth \$5,000. Now, this tax, if under the supervision of a skilled road-maker, would accomplish they times as m

SHE SAVED HER HORSES.

SHE SAVED HER HORSES.

From The Kansas City Journal.

"The Troy Chief" prints the oblugry of Mrs. Ann G. Shrave, a fine old Quaker lady, who died at White Cloud last Monday, aged ninety-five. She was born and reared in the region between Brandy-wine and Valley Forge, which is so rich in Revolutionary history, and was able to relate many reminiscences of the Colonial days, which came to her a first hand from her parents and grand-parents.

There was one story the good old lady was always very fond of telling, as it had to do with Washington and her grandmother. At the close of that terrible whiter at Valley Forge, General Washington found himself destitute of horses, and he sent foragers through the country to pick up all the beasts of burden which might be found. One day these foragers came to the farm of Fred Coates, Mrs. Shreve's grandfather, and led away the only span of work horses on the place. This left the old quaker in despair and helpless, but his wife was equal to the emergency. Without saying a word to any one, she mounted an old horse which had been left because of its uselessness, and rode away to Washington's headquarters at Valley Forge, Arriving there she reached the General's presence and said:

"Friend George, I have come to tell thea that thy men have taken away all of our horses."

"Well, madam." replied the commander-in-chief, "I am very serry, but it is a case of necessity. We are compelled to have horses and have no other means of obtaining them."

"Yes, Friend George; but if thee takes our horses from us, how are we to raise food for thy soldiers."

This philosophical statement of the situation

TO OUR GRANT DAY GUESTS.

be in our beautiful city to look at the grandest military parade this country has ever seen. We shall be delighted to welcome

all and show you our wonderful display of Bicycles and Athletic Goods on Monday and Wednesday. On Tuesday, of course,

Monday, Tuesday and Wednesday many strangers will

Our superb Spalding , BICYCLE BICYCLES. at \$100. The Spalding Tandem at \$150. Now look at the dem at \$150. Now look at the demand of the second of the s host of cheaper goods: Tandems, or no expense. On Monday we will \$68.25; Spaldings, second-hand, have a special sale of Bicycle Cloth-\$40 and \$30; Credendas, new, \$40; ing. We have directed every ensecond-hand, \$23.50, \$18.50. The ergy to producing two popular up-No Names, no guarantee, at \$30. to date grades of Golf-Bicycle Suits:

Thousands of Cy-

One at \$5.75.

Boys' and Girls' wheels-in fact, These suits are made in our own shops and tailored in the very high-BICYCLE SUNDRIES. We have the largest and most complete stock of Bicycle Sundries in the United States and at prices that are unequalled. For example, we quote the following:

Shops and tailored in the very highest style. They are made for Cycling and are absolutely correct and adapted to the sport, and are worth just double the above prices. Also, At \$3.75—150 Bleyele Sults; value \$7.00.

At \$1.50—150 Bleyele Sults; value \$7.00.

At \$1.50—150 Bleyele Trousers; value \$3.50.

At \$4.50—75 pairs Extreme Style Golf-Bleyele

At \$4.50-75 pairs Extreme Style Golf-Bicrele Trousers, English Check; value \$8.00. At \$1.45-Lambs' Wool Sweaters, all styles;

At 95 cents—Boys' Sweaters, sizes 26 to 80; were \$3.00 and \$3.50. At 75 cents—All Wool Sweaters; were \$1.50.

At 90 cents—A large assortment of Golf-Bleycle Hose; were \$2.00. At 98 cents—White Duck Trousers for Grant Day Parade, all sizes.

We are headquarters for everything required by the cyclist or athlete, and our two handsome stores are worth inspection.

A. G. Spalding & Bros., 126-130 Nassau Street.

At \$1.10-Bell Rock Lamps, No. 0; usual price, \$3.50.

At \$1.25-Bell Rock Lamps, No. 0 P; usual

At \$1.40-Bell Rock Lamps, No. 43; usual price, \$4.50.

At \$1.60 Bell Rock Lamps, No. 43 P; usual

At 85 cents-Kingfisher Lamps; usual price, \$3.00.

Biencles.

our stores will be closed.

everything.

Spalding-Bidwell Co., 29, 31, 33 West 43d Street.

A Columbia Bicycle for \$100 or a Hartford at prices within reach of everyone, \$60, \$50 or \$45-either for cash or on easy payments. Columbias are

the Standard; Hartfords, next best. There is no economy in buying a poor bicycle-there's likely to be extravagance.

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Made in New York City.

'96 Models.

These machines are entirely new, in perfect condition, and are thoroughly guaranteed. They are far better mechanically and practically than many bicycles sold at \$100.

We have only 100 of these bicycles left over from last year. While they last they will be sold by any of our agents for \$75.

Our '97 wheel at \$100 is the theroughbred of

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NEVER SOINT WILSON BRES CEMPANY 119 Spanphers Sr. CYCLES * N.Y. CITY. THERE ARE NO SKELETONS

in the ANDRAE closet—in fact, there are no closets, as there is nothing to conceal—nothing to hide away; it needs no mantle of nothing to hide away; it needs no mantle of charity to cover chance defects.

THERE ARE NO DEFECTS

Time, with his insidious finger, has poked and pried at ANDRAE cycles for years and fails to find a single vulnerable point, a single weak spot.

se them anywhere for any purpose. Use them anywhere for any The ANDRAE is a beauty. They never disappoint.



seemed to convince the General, and that night Grandmother Coates proudly rode into the farm-yard, leading the two work horses behind her.

"Yesterday," said Jabson, "I refused a poor woman a request for a small sum of money, and in consequence of my act I passed a sleepless night. The tones of her voice were ringing in my ears the whole time."
"Your softness of heart does you credit," said
Mabson; "who was the woman?"
"My wife."—(Detroit Free Press.



COLDWELL'S COUPLER. To make one sociable out of any two wheels.

Price \$10.00. GALES Wheel, - - \$80.00 Duane Wheel, - - 50.00 Duane Juveniles, - 35.00 Gotham Juveniles, 40.00 STERLING Wheel, 100.00

Job Wheels, \$15 to \$25.

KODAK CAMERAS, 85 to \$25.

Suits worth 85 for \$3.00
Odd pants, worth 83 for \$1.25
Odd Coats worth 87 for \$2.50

FISHING TACKLE.
Split Bamboo Rod worth \$1.50 for 85%
Bristol Steel and Split Bamboo Rods,
\$4 to \$25.00. SCHOVERLING. DALY & GALES.

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CASH: Duquesne 1896 model, An easy runner, graceful and strong. Equal to any 1896 high grade wheel; fitted with lamp

and bell. They are made in 24 in. frames for tall women. \$60 on Installments. Duquesne Mig. Co., Makers of distinctly high grade bicycles. N. Y. Branch, 226 Fulton Street: Maurice B. Atkinson, Mgr. COLVER & PEPER, Uptown Agents, 2,602 8th Ave., cor. 139th 8t.

Purchase your bicycles where you can be taught to ride free in the finest equipped riding academy in the city.

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ALL PRICES.

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BICYCLES. Metropolitan Bicycling Co., BOULEVARD & 60TH ST.

She Knew.—Young Mrs. Torkins had read the paragraph through twice. Then she broke into a ripple of laughter.
"What are you 'aughing at?" inquired her hus-

band.
"Something funny."
"How do you know it's funny?" was the bantering rejoinder.
"Humph; I can tell by looking at it. It's about two men who meet on the street. They stand there and say a lot of things and at last one of them says: 'Well, the drinks are on me.' And that shows that it's funny."—(Washington Star.